

THE CHECK COLLECTOR

July-September 2000

The Journal of
THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.

Number 55

44 BUSINESS FORMS.

Bank Checks.



CONVENIENCE and safety, as well as other considerations, induce most business men and firms doing a considerable cash business, to keep an account at the bank, and near the close of each day's business, deposit the bulk of the cash receipts for the day, reserving a sufficient sum on hand to meet the immediate needs of evening or morning. This extensive use of the book as a place of deposit, has brought into equally extensive use the Bank Check as a method of payment, until it would now be exceedingly difficult if not impossible to transact the business in the great centers of trade, if all payments were required to be made in currency and coin, handled and counted.

FORM OF A BANK CHECK.

No 7263 Chicago, December 18, 18__

Commercial National Bank
OF CHICAGO.

Pay to the order of Daniel P. Richardson

Seventy Eight and _____ Dollars

\$78.00 _____ James M. Raymond.

The merchant, having a deposit in the bank, and being supplied with a book of blank checks, writes out a check for the payment of his obligations. The person receiving this check may transfer it by indorsement to another (see Indorsements), and thus it may pass through several hands, and discharge several debts,

before it finds its way to the bank on which it is drawn, and is then cashed up to the merchant and canceled. The person who writes this check is called the drawer, the one to whom it is made payable is called the payee, and the person who writes his name on the back of it is called the indorser.

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To our members:

Write something for *The Check Collector*! We need articles about checks, check-related subjects, and fiscal documents. See the list of 82 areas of collecting interests on the inside back of the mailing cover for ideas.

We retype all material. Illustrations require an **original** or a **good, clear, black and white copy** preferably as large as can be obtained. Original checks sent in are copied and returned carefully. Any questions, ask the Editor!

To our advertisers:

Deadline for advertising copy to run in the October-December issue of *The Check Collector* is November 30.

The Check Collector is an effective means of reaching the check collecting hobby, and our membership of collectors and dealers of checks and related financial documents. It contains feature articles about checks and check collecting and news about the hobby.

Advertising orders must be paid in advance and shall be reprinted for checks and related fiscal documents, publications, accessories, and supplies. The ASCC accepts advertising in good faith, reserving the right to edit copy. Copy for ads must be camera-ready or the Editor will set it up best he can.

ASCC assumes no financial responsibility for typographical errors in advertising. However, it will reprint that portion of an advertisement in which a typographical error appeared upon prompt notification of such error.

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William Mahone, a Confederate General and founder of the Atlantic, Mississippi and Ohio Railroad Company. Read more about that railway on page 13.

Advertising rates are as follows:
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Henry M. Porter, Merchant Banker

by Charles V. Kemp

Although Henry M. Porter was a highly successful banker in two different states, he was just as successful at other enterprises, including merchandising, freighting, mining, ranching and real estate. He lived to be almost 100, and during his lifetime not only amassed a fortune, but also became one of Denver's leading citizens. Among the ventures he was involved in were the Denver Pacific Railroad, the Denver Union Stockyards, the Denver National Bank and the Museum of Natural History.

Porter was born in 1838 in Lancaster, Pennsylvania, where his parents had retreated after an unfortunate venture in the West. Their prospects seemed no better there and they soon headed west again, to Missouri. There they squatted on a piece of land, farming it until 1854 when they could afford a better farm near Kirksville, Missouri. Here their lot improved, and the couple could provide some schooling for their four children.

When the eldest, John, was made a supervisor on a new telegraph line, he hired Henry to work under him. The man behind the line was Charles M. Stebbins, an entrepreneur who was to have a major effect on Henry's life. Stebbins liked the young man and made him his top assistant by the time Henry was twenty-one.

In 1862 Stebbins made Porter a partner in his store in Atchison, Kansas, with the thought of Henry gaining some experience and then opening a new store in Denver. At that time Denver was a jumping off place and supply center for the mines, a settlement of mud streets lined with prosperous merchants. Freighting and merchandising were the lifeblood of this raw frontier town and the pair intended to enter both fields. By 1864 they had sold \$500,000 in goods with a profit of \$100,000, and their freighting business was the third largest in the territory. In 1865 alone they shipped almost 1,500 tons of supplies.



Porter as a young man

They had problems to overcome, of course. Both flood and fire threatened Denver in the early days, and as the Civil War drew soldiers away, Indian raids hampered their freight business. Even when the war was over, the coming of the railroad posed new problems for freighting. Despite this, when the Union Pacific announced that it intended to bypass Denver, Porter became one of the founders of the Denver Pacific, a spur line connecting Denver to the transcontinental railroad. Although Porter was an important force in Denver's growth, he never became as well known there as did others. Friends attributed this to his quiet demeanor and a natural inclination to remain in the background.

By 1870 the boom time was over and the two dissolved their partnership and went their separate ways. As part of his share of the settlement, Henry received a store in Elizabethtown, New Mexico. This territory had never been profitable before due to its slow economy and the resulting demand for credit. Porter decided, however, that with a capable manager, the store could be profitable, and he proved to be correct in this. The reason for the store's success was that Elizabethtown being a mining camp, the miners there were paid in cash, and in turn bought for cash.

Soon Henry opened two more stores, one in nearby Cimarron and another farther to the south in Silver City. Both were mining towns and both stores were highly successful. In 1874, he moved to Cimarron from Denver and brought along his bride, the former Laura Swible. At that time the town was so tough that it was referred to as "Satan's Paradise," and more than once Laura would find herself admonishing a victim of one of the town's numerous gunfights.

The Cimarron operation had started in 1871 with Asa Middaugh as partner. In 1879, Middaugh left to run their store in Del Norte, Colorado, and Porter became sole owner. Also, in 1871 Henry started the Silver City store and eventually hired C. Perry Crawford as manager. In 1880 a fourth store was opened in the new town of Springer, New Mexico. Soon Porter and his partner were grossing \$60,000 a month from this railroad town, with most of the business being devoted to storing quantities of goods in their large warehouse which they then jobbed out to smaller merchants.

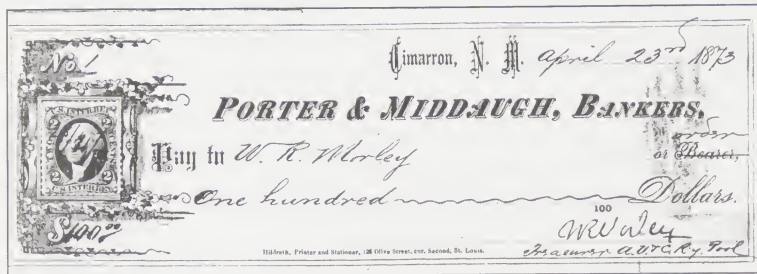


Figure 1. A check of the first bank in Cimarron. The check was printed by Hildreth, Printer and Stationer, 126 Olive Street, corner of Second, Saint Louis.

Porter had been involved in banking as far back as the Atchison store. This was not only a service to his customers but also a necessary adjunct to merchandising, and banks complemented all of the New Mexico stores. Besides providing a safe depository for money and the convenience of a checking account, they also provided credit. Their interest rates were high, ranging from 1½% to 3% per month, but the risks were also high.

During the 1870's these enterprises were to make Porter a millionaire. During that time he also became active in ranching and mining, which he was equally adept at. He netted over \$400,000 from the sale of one mine alone, which is equivalent to \$5,000,000 in 1990 dollars. Porter's business instincts also told him when to withdraw, and in the 1880's, with mining in a decline and ranching to follow shortly after, he began to sell off his holdings, or at least to try to do so.

He turned the Silver City operation over to Crawford in 1882, but within a year this bank had failed and Porter was forced to take it back again - and so it went. The Springer bank was the same story. Because of his kindness to his former partners in keeping them on as managers it would be many years before he could completely dispose of his stores and retire.

During this time his main income came from ranching, where he made an estimated \$1.2 million in addition to the one million already made from merchandising, mining and banking. In 1883 he moved his family back to Denver and began to concentrate on real estate and investments. At that time he took his place as an influential member of Denver's power elite.



Figure 2. After Middaugh's departure, Porter ran the Cimarron banking operation under his own name. This check was also printed by Hildreth of Saint Louis, under the name of Hugh R. Hildreth Printing Company.

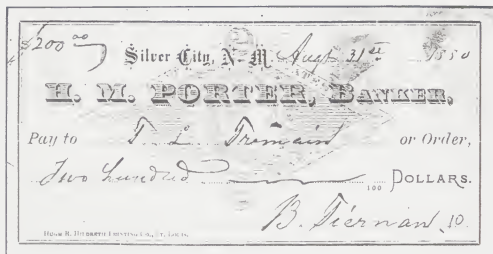


Figure 3. A check of the first bank at Silver City (courtesy of Lyman Hensley.) In 1880, Porter was running this bank under his own name as well. Note the similarity of this check to the one on page 5.

In 1884 he returned to banking and with associates founded the Denver National Bank. By 1907 this bank had deposits of more than \$10.5 million and was one of the leading financial institutions in the state. Porter also took an interest in such civic minded works as helping to establish the Denver Museum of Natural History and the Porter Memorial Hospital. During the Great Depression years he purchased trainloads of food for the needy. Typically, he preferred to remain anonymous.

Not all went well, however, as one of his daughters died in 1916, as did his eldest son in 1922. His three other children survived him. Henry M. Porter died in July of 1937. Despite his reticent nature, he was an important force in Colorado's development, providing capital for fledgling companies which would become pillars of the state's economy and cause a *Century* newspaper to refer to him in his late years as "Colorado's grand old man."

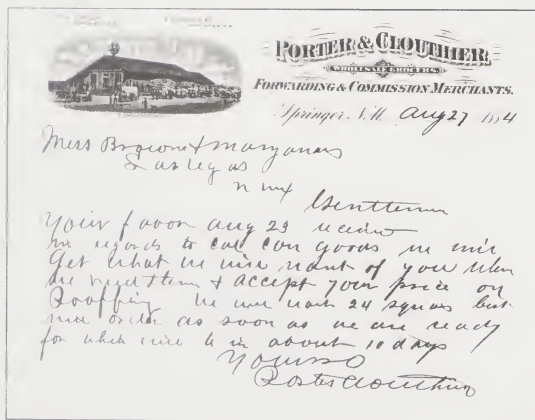


Figure 4. A letterhead from the Springer store, which Porter operated in partnership with Clouthier.



Figure 5. A check from the Silver City Bank, used in 1882, apparently before Porter turned the operation over to Crawford. It was printed by Corlies, Macy and Company of New York.

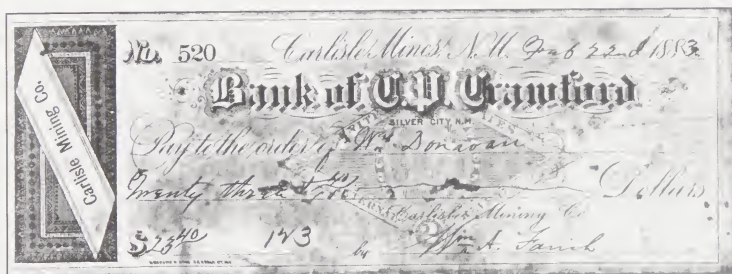


Figure 6. A check written during the period when Crawford was owner. It failed within a year, and Porter resumed ownership.

The Fifteenth Annual National and World Paper Money Convention will be held from October 25-29 at the Saint Louis Hilton Frontenac Hotel, 1331 South Lindbergh Boulevard, Saint Louis, Missouri. Show hours are noon-6 pm Thursday, 10am-6pm Friday and Saturday, and 10am-2pm Sunday.

A meeting of the ASCC will be held on Saturday, late morning. Check the Convention schedule for exact time and location.

One thing to note: the location of the Convention has been changed from what it was for the last several years

The Lawrence Manufacturing Company

by Don Woodworth

The Directors of the Boston Manufacturing Company (usually known as the Boston Association) bought land and water rights on the Merrimack River in the present day location of Lowell, Massachusetts, about 30 miles north of Boston. In 1822 they began construction of a large canal and mill complex. A number of new textile companies were formed in Lowell: Hamilton in 1826, Appleton in 1828, Lowell in 1829, Middlesex in 1831, Suffolk and Tremont in 1832, Lawrence in 1833, Boott in 1836, and Massachusetts in 1840. The Lawrence mill lies at the northern apex of the city where the Merrimack River makes a sharp bend from the northeast to the southeast.

The Lawrence Manufacturing Company specialized in hosiery, shifting to become a knitting mill in the 1890s. Other mills in the town specialized in carpeting, woolen cloth, etc. to minimize the amount of competition among the various mills. The Lawrence Manufacturing Co. became the Ames Co. during World War II and carried on in business until the 1980s, making it the longest continuously operating textile mill in Lowell. I do not believe any of the mills remain in operation today, though a significant part of the complex has been restored as Lowell National Historical Park.

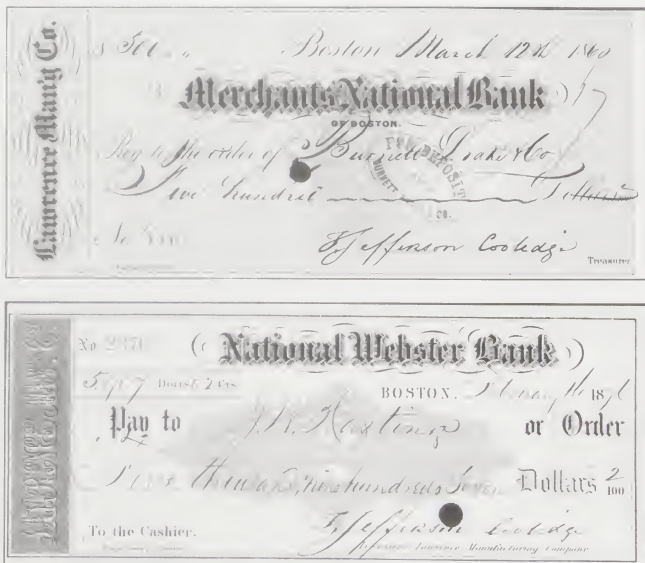


Figure 1. Two checks used by the Lawrence Manufacturing Company in the course of their business activities. The use of these styles overlapped. The top design is known with imprinted revenues of types B, C, D and M, while the bottom design is known with types B, D, and G.

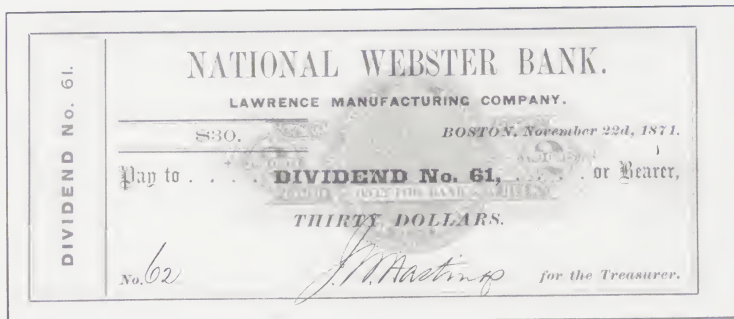


Figure 2. The Lawrence Manufacturing Company produced a group of dividend checks bearing RN's at least from May of 1871 through December of 1882. Dividends were payable twice a year. Examples are known for Dividend No. 60 through 65, 68 - 69, 71, 73 - 77, and 82 - 83. Each of the checks is for a pre-printed amount, with various amounts known for each dividend series.

This check bears RN C21.

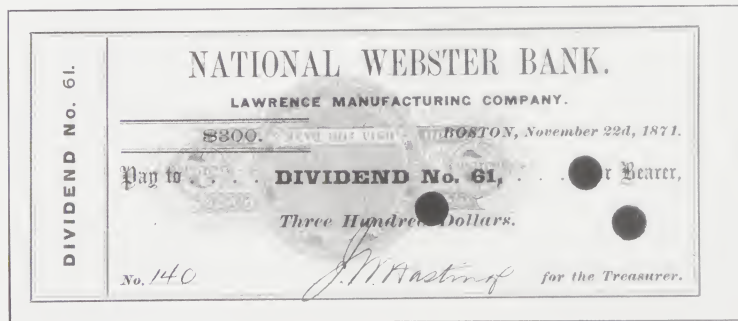


Figure 3. Collectors of revenue stamped paper are aware of the Lawrence dividend checks as the source of four inverts. These are not inverts in the sense of part of the design being inverted in relation to another part, but instead are the result of the paper with the revenue imprint being put into the press in the wrong direction when the check face was printed. The example above is an inverted C21.

Several of these exist. At least two others are for the same amount, three hundred dollars but in the Daniel F. Kelleher sale of December 14-16, 1999 an invert on a check pre-printed for ninety dollars was offered. It would be interesting to know if there are any others for ninety dollars, or if that check was printed with several for three hundred on one inverted sheet.

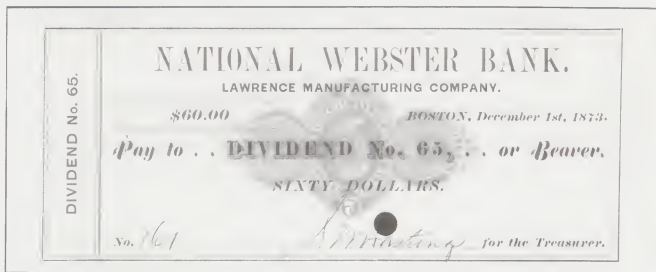


Figure 4. An example of the RN D1 invert. This imprint can be found inverted on at least one check from a Kentucky user as well.

RN type D7 is found on Dividend 63 checks, and D1 is found on Dividend 64 and some of the Dividend 65 checks. RN E7 was used for Dividend 62.

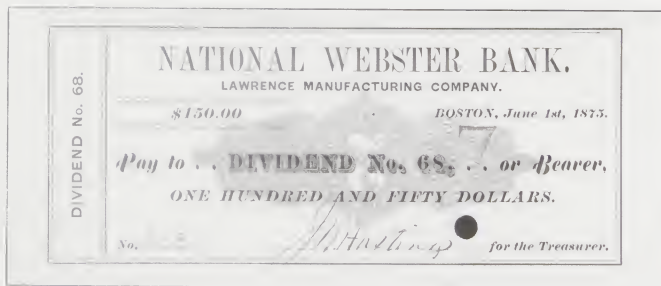


Figure 5. An inverted N3. N3's were used on part of the checks for Dividend 65 and those for Dividend 68. It looks as if they should have been used for Dividends 66 and 67 as well. If anyone can confirm this or indicate otherwise, please give that information to the Editor.

The checks for Dividends 60 through 71 appear to be for amounts divisible by three. The amounts of Dividends 73 through 75 are divisible by four, and those of Dividends 77, 82 and 83, by five.

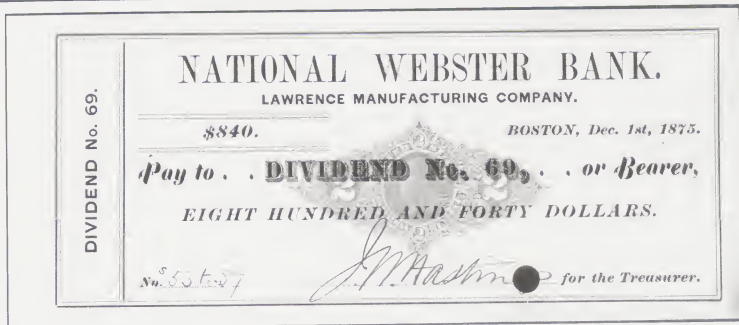


Figure 6. A check to pay Dividend 69, with an RN M2. This one was numbered "53 to 57," apparently in a situation where five shares were held by the same entity.

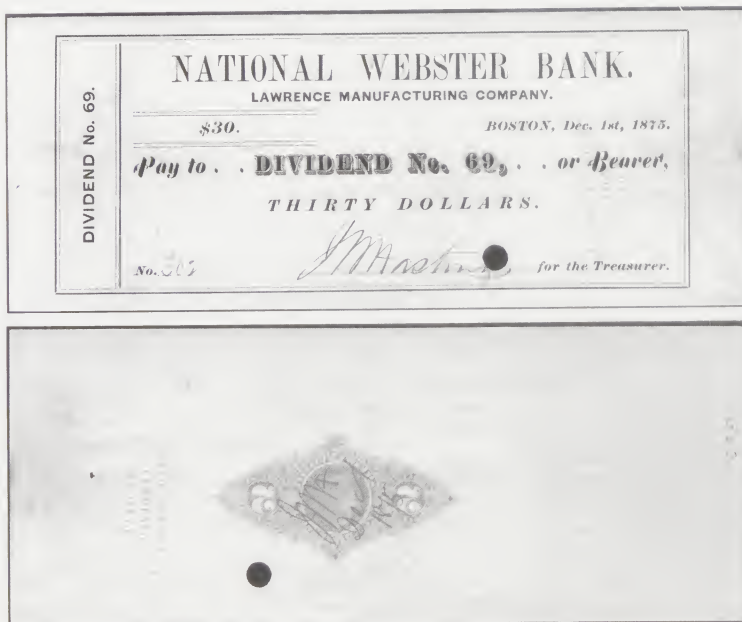


Figure 7. The RN M2 inverts are printed on the backs of the checks as well. It is likely that the Lawrence staff had to distribute the dividends in a short time frame and did not have time to have any like this reprinted. The tax had been properly paid, so it would make no difference to them. These inverts were first reported in 1971, when two of them were discovered. This was not one of the two.

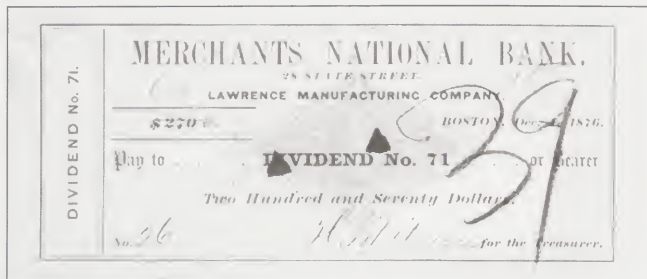


Figure 8. RN Type G-I was used on the known examples of checks for Dividends 71 through 83, and it is likely they were used for Dividend 70. Can anyone confirm this?

This particular check was altered to pay \$600 rather than the pre-printed amount of \$270.00. (Collection of Georgette Cornio). It is possible that transfers of shares could require such alterations. Several other examples are known, as well as a change in the date, which is puzzling since it would apply to only one of the number of dividend checks sent out at one time.

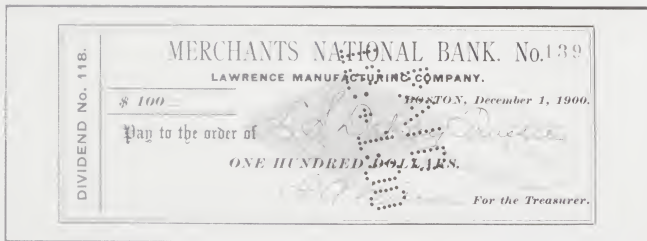


Figure 9. The Lawrence Manufacturing Company was in business throughout the Spanish American War tax period. Checks are known for Dividends 116 (12/1/99) and 118 (12/1/00), and should exist with revenue imprints or adhesive revenues for Dividends 114, 115, 117 and 119 as well.

Several questions about the Lawrence dividend checks remain. Are there any surviving ones prior to Dividend 60, issued in May of 1871? Are there examples of Dividends 66, 67, 70, 72, 78, 79, 80, 81 or 84? Do dividend checks without revenues exist for Dividends 85 - 113?

Also, is there any information as to how dividends were set? (Say, \$3 per share for some time, then \$4 per share?)

Don Woodworth, who is a member of the ARA but not the ASCC, was kind enough to do research and provide information on the company. The captions for the illustrations were provided by the Editor, with the assistance of Georgette Cornio.

Early Stock Certificates of Railroad Lines that were part of the Norfolk Southern Railway

by Coleman Leifer

The Norfolk Southern Railway, a 20,000-mile railroad system, is the result of the merger, in 1991, of the Southern Railway and the Norfolk and Western Railway. Both the Southern and N&W were themselves the result of mergers of smaller lines. Many communities, bypassed by these lines when they were constructed, built connecting lines that were eventually absorbed by the larger lines. Their stock certificates became part of the archives of the acquiring companies.

There was, at one time, another Norfolk Southern Railroad. It had 800 miles of track and served the area between Norfolk and Charlotte, North Carolina. It was acquired by the Southern Railway in 1974. When the Southern and N&W merged the resulting railroad was given the name of the smaller line.

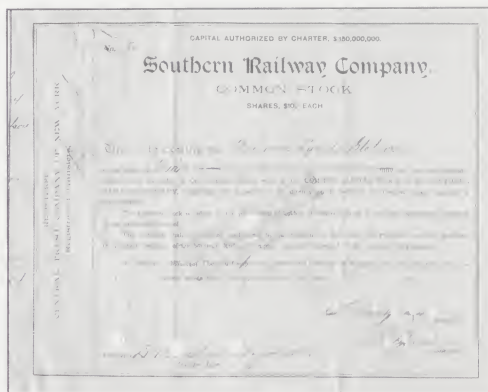
Today, with the advent of even larger railroad mergers, more short-line railroads are being created. The merged lines have disposed of many of their branches as uneconomical and these have been purchased by local interests or by companies specializing in short-line railroads. The branches can be run more economically as independent lines because, in many cases, they are not subject to what they view as expensive union contracts.

The Southern Railway was formed in 1894 by the merger of the Richmond & Danville and the East Tennessee, Virginia & Georgia. The first President of the merged line was Samuel Spencer. Spencer rapidly expanded the railroad by acquiring additional lines.

The Norfolk & Western Railway was originally the Atlantic, Mississippi and Ohio. The AM&O itself was the result of the merger, in 1870, of the South Side, Norfolk & Petersburg and the Virginia & Tennessee railroads. The line was formed by William Mahone, who had been a Confederate General. In 1881 it was sold to Philadelphia investment bankers and renamed the Norfolk and Western.



Samuel Spencer



SOUTHERN RAILWAY

This is the fifth certificate issued by the company. It is signed by Samuel Spencer as President and is issued to Francis Lynde Stetson. Stetson (1846-1920) was an attorney for J.P. Morgan and was instrumental in organizing several railroads. Spencer was President until 1906 when he was killed in an accident at Lawyers, Virginia, on his own railroad.



ATLANTIC MISSISSIPPI AND OHIO

Signed by William Mahone. The line—its name notwithstanding, ran only from Norfolk to Bristol, Virginia, a distance of 400 miles.



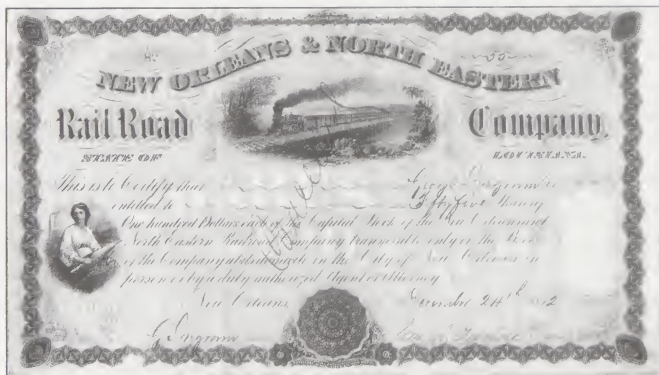
HAWKINSVILLE AND FLORIDA SOUTHERN

This attractive certificate has a unique vignette showing a train chugging through the pine forests of South Georgia. It never made it to Florida, running from Hawkinsville to Worth, a distance of 43 miles. After several mergers it became a part of the George Southern and Florida, one of the roads of the Southern Railway system. The line has long been abandoned.



LIVE OAK, PERRY AND GULF

Ran from Live Oak to Perry, Florida. It eventually became a part of the Atlantic Coast Railway and, later, the Southern. It is one of the very few Florida short-line railroads whose certificates are available to the scripophily community.



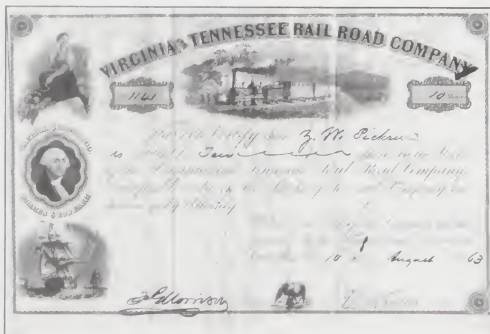
NEW ORLEANS NORTHEASTERN

Ran from New Orleans to Meridian, Mississippi. Together with Alabama Great Southern it provided the Southern with a link from Chattanooga, Tennessee to New Orleans.



SOUTH SIDE

One of the three lines which became the Atlantic, Mississippi and Ohio. The name "South Side" comes from the term used by Virginians when referring to the tier of counties along the North Carolina border. It ran from Petersburg to Lynchburg, VA. William Mahone was, prior to his Civil War service, the chief construction engineer of this railroad. The certificate was issued in 1863 and would have normally required a revenue stamp but for the fact that Virginia was part of the Confederacy.



VIRGINIA AND TENNESSEE

Another of the lines which became the Atlantic, Mississippi and Ohio. It ran from Lynchburg to Bristol. Like the South Side, this certificate also would have required a revenue stamp had Virginia still been a member of the Union. But it does have a vignette of George Washington. President Lincoln will call the V&T the "gut of the Confederacy" because of the salt and gypsum works it served.



TALLULAHFALLS

This little railroad ran 57 miles from Franklin, North Carolina to Cornelia, Georgia where it connected with the Southern Railway. As the timetable shows, in 1941 it took its one daily train three hours to make the trip. It became part of the Southern Railway in 1906 and was abandoned in 1961. An American Indian word, Tallulah means "terrible" or "awesome." Supposedly, the grandmother of the actress Tallulah Bankhead was named after the second definition.

References

Norfolk Southern website (<http://www.nscorp.com/nscorp.html/heritage/timeline.html>)

Virginia Polytechnic Institute Library website (<http://spec.lib.vt.edu/railroad/guiderr.htm>). VPI is the repository of the Southern and Norfolk and Western archives.

Railroad Names, William D. Edson, 4th Edition, 1999

Official Guide of the Railways, April 1941, National Railway Publication Company

Railroads of North America, Joseph Gross, 1986

Georgia, North Carolina, South Carolina Tour Book, American Automobile Association, 1999

See pages 2, 22 and 26 for more illustrations related to this article.

Sheridan County, North Dakota Warrants by Russ Hornbacher

One of my favorite check collections - warrant collection, actually - is very personal to me because they come from Sheridan County, my grandparents' home. Although I live in the next county over, Wells County, I will always treasure them. Why? For the following reasons:

- 1) Among the items in my collection are three warrants issued to my two grandfathers and my great grandfather. These are priceless to me. Also, the County Auditor on many of these was the grandfather of my oldest friend, Darrell Essig.
- 2) The examples shown here are all illustrated with the North Dakota State Seal. If you look at them closely you will see how often the design was changed - a lot! The varieties intrigue me.
- 3) There are eleven known varieties of these warrants, so I may have a complete set.
- 4) I love the funds that these warrants were written against:

Insane Fund, for "attending the Board of Insanity"
Poor Fund, for "clothing and groceries to Mrs...."
County Road Fund, for "running diesel caterpillar" and
County General Fund for "washing for jail"

And on and on...

Those to my grandparents and great grandfather were issued for hauling gravel in 1925, road work in 1924 and "service as a judge of election" in 1932.

There are other reasons why I collect these warrants, but those are the main ones. I was blessed to have been the discoverer of a nice hoard of hundreds of these and fortunate to have been able to go through them to find my family ones and the many other interesting ones I have. I wish you the same good fortune in your discoveries.

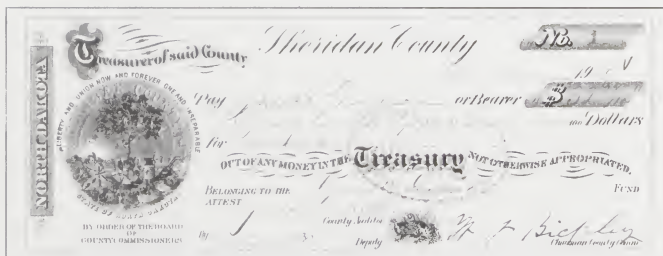


Figure 1. County Commissioners' Warrant Number 1 from February 1, 1909, paying for postage & etc. It was printed by the Bismarck Tribune on paper with a wavy blue pattern.

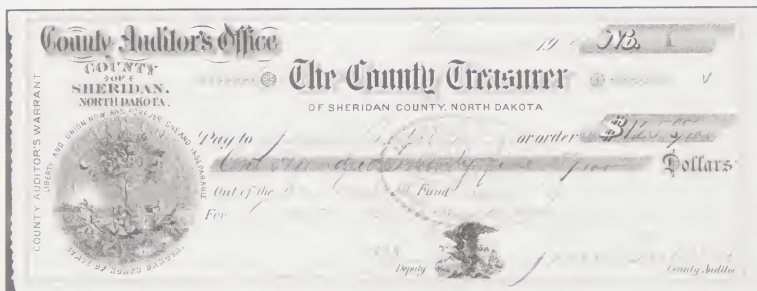


Figure 2. County Auditor's Warrant Number 1, also used on February 1, 1909 in payment of the Auditor's salary. It was also printed by the Bismarck Tribune, on plain white paper stock.

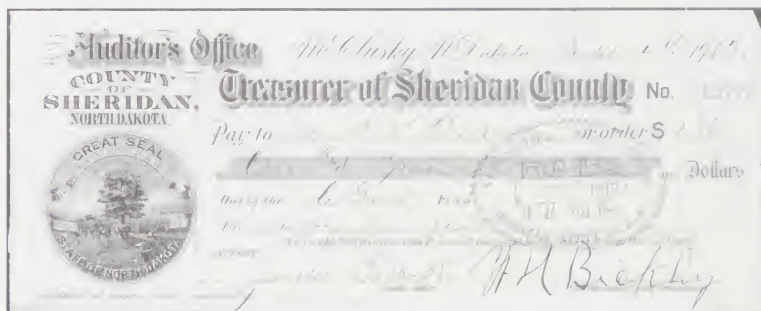


Figure 3. A County Commissioners Warrant paying for washing for the jail in 1912. Notice how the representation of the state seal differs from that in Figures 1 and 2. This warrant was printed by Walker Bros & Hardy Lith, Fargo, N.D.

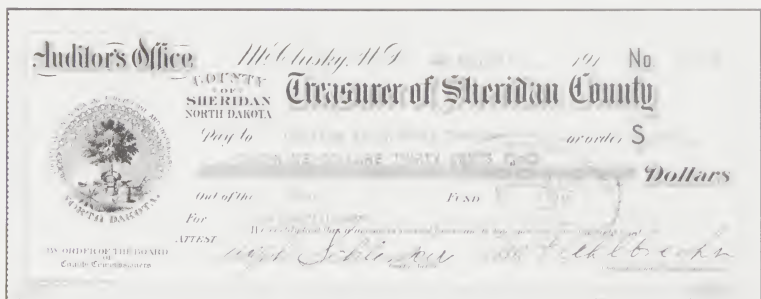


Figure 4. A 1916 Auditor's Warrant to Christian Essig, County Treasurer, for court certificates. It was printed by Dakota Printing & Stationery Co., Bismarck. The shape of the tree and the prominence of the stars in the seal are again quite different.

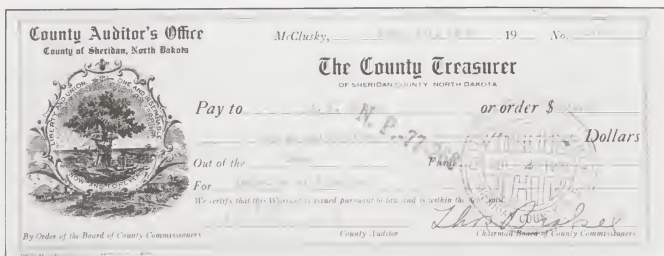


Figure 5. Here is a very ornate version of the state seal on a 1924 warrant paying A. E. Holmes for his duty as an inspector of election. It was printed by the Globe-Gazette Printing Co., Wahpeton, N.D.

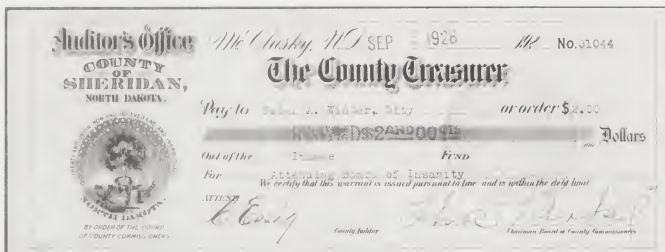


Figure 6. A 1928 warrant paying Peter A. Winter out of the Insane Fund for attending the Board of Insanity (meeting).

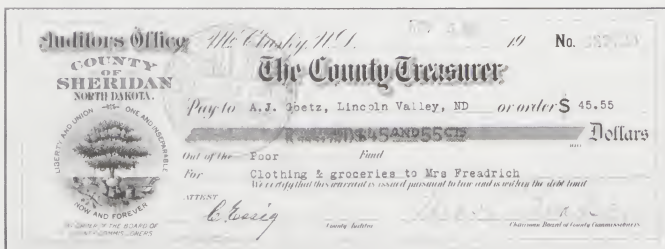


Figure 7. One final example, a warrant drawing on the Poor Fund in 1931 to provide clothing and groceries to Mrs. Freadrich. It was also printed by the Globe-Gazette of Wahpeton. Note the stylized tree in the state seal.

The Option Mining Company

by Mike Hurtt

The Option Mining Company was formed in 1925. The property consisted of the Ohio and Pacific lode claims, an area of 33,763 acres, located in Shoshone County, Idaho. The capitalization was 2,500,000 shares with a 10 cent par value. Money to develop the property and pay salaries was raised through stock assessments, the first of which was a 1 cent per share assessment levied in February 1926.

In 1926, the company drove a tunnel practically crosscutting the Ohio and Pacific lodes but found no ore. This tunnel penetrated some distance into Dayrock's Dora claim. Option was enjoined from further trespass into Dayrock territory. In 1927, Option leased the Ohio claim to Dayrock, which ran a tunnel from the 200 foot level of its mine across the Ohio lode. Low grade ore was discovered but it was not profitable to extract it.

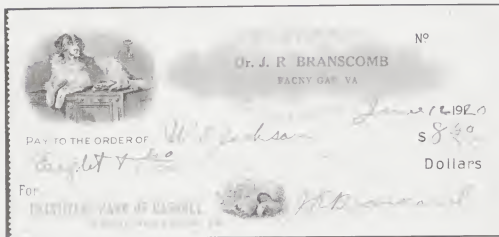


In 1928, the stockholders petitioned for a special meeting, none having been held since the first meeting in January 1925. The meeting was held October 2nd. New directors, Walter B. Heitfeld, A.F. Lawson, and P. I. McGugan, were elected. On October 3, Heitfeld informed the other directors he had found the records of the corporation "pretty well muddled up." An audit of the books revealed irregularities in both the stock and financial records. In February 1929, the Strattons offered to pay Option \$3,575 in cash, replace 70,660 shares of stock in the treasury, and reconstruct 1,500 feet of track in the Ohio and Pacific lode tunnel in complete settlement for all errors and irregularities done or perpetrated by W.J. Stratton while secretary of Option.

On July 7, 1930 Dayrock, which owned 2/3 of Option stock, offered to swap the remaining Option shares for 36,000 shares of Dayrock stock, or \$72,000. At a stockholders meeting held August 12, 1930, a resolution was passed by a majority of the minority stockholders, accepting the offer. On October 15, 1930, the stockholders of the Option Mining Company voted to dissolve the corporation and a Decree of Disincorporation was entered in the District Court of Shoshone County on November 22. The assets of the company were distributed to stockholders upon the return of stock certificates.

Mike Hurtt is not a member of ASCC, but was kind enough to write this article for us. He sells items from Colorado, particularly Cripple Creek, on eBay. His e-mail address is Mike_Hurtt@cch.com.

Letter to the Editor



The letter by Ronald Burnham (issue number 52, Oct.-Dec., 1999) regarding a nineteenth century check drawn on the BNAK OF BALTIMORE reminded me of a 1920 check I bought a few years ago at a flea market in Richmond, VA, on which the printed name of the town was misspelled. Instead of Fanny Gap, VA, the town name was misprinted as Fanny Gap.

Apparently the issuer of this check, Dr. J. R. Branscomb, was not the type of person to be bothered by such deviations from perfection, since he used the misprinted check anyway. According to the flea market dealer, Branscomb was a country doctor in rural Virginia, who delivered more than 3,000 babies during his long career. The dealer said that Branscomb was born in 1864 and died in 1969 thus living to the ripe old age of 105.

Sincerely

David A. Brase



A stock certificate of the Norfolk and Petersburg Railroad Company, which was one of the three lines which became the Atlantic, Mississippi and Ohio. It ran the 81 miles between its namesake cities.

Certificates of the other two lines can be seen on page 16.

CELEBRITY CHECKS

by

Lance Campbell



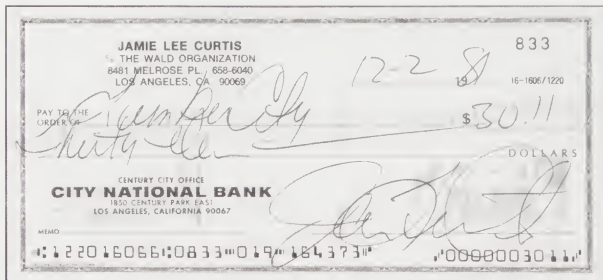
Jamie Lee Curtis has been nicknamed Hollywood's "Scream Queen." This Hollywood title isn't far from the truth. In real life she is, in fact, a baroness, married to Christopher Guest, the fifth Lord Haden-Guest in Britain's House of Lords. Jamie Lee is one of only a handful of Hollywood stars to be able to claim a royal title.

She was born November 22, 1958 to famous Hollywood parents Tony Curtis and Janet Leigh. Her parents did all they could to keep her out of the Hollywood film scene. Her mother tried at every step to provide her with a normal childhood. But Jamie Lee Curtis had acting in her blood. In fact, it may have been her mother's famous shower-scene in Alfred Hitchcock's *Psycho* that prompted Jamie Lee to take up horror films.

At first, she only got some small television roles. Then came her big break, a starring role in the Hollywood horror classic *Halloween*. Jamie Lee was paid only \$8000 for her performance in the film but it launched her career. She followed up *Halloween* with a series of similar horror movies including *Prom Night*, *Terror Train* and *The Fog*.

Not wanting to do horror movies forever, and worried that she was becoming type-cast, Jamie Lee changed her image with a series of different roles. The nineties saw the now accomplished actress star in a series of hits. *A Fish Called Wanda*, *My Girl*, and finally *True Lies* put her at the top of the A-List of Hollywood talent.

Speed apparently has priority over readability for Jamie Lee Curtis when it comes to writing checks. The illustrated check is made out to Lumber City for \$30.11 and is dated 12-2-81. Her account was maintained at the Century City office of City National Bank in Los Angeles.



Announcements

The subject of meetings of the ASCC in conjunction with a large regional shows is worth some attention. In my limited experience, always in connection with either the Saint Louis or Memphis paper money shows, attendance can vary widely, from four members at the last Memphis meeting to as many as fourteen the year before. There did not seem to be any lack of things to talk about when there was a decent number there, so I hope that what went on at the meeting last year did not cause the sparse attendance this year.

Several members have asked why we have not held meetings at numismatic shows recently as well. The following e-mail from Judith Murphy should be thought-provoking.

Subj: ASCC meetings
Date: 08/01/00 9:47:08 PM Central Daylight Time
From: MurphAssoc
To: FSA71

Bob,

I find ANA a good place to host a meeting for SPMC for a number of reasons, and we try to have it late in the day since often people are ready to find a place to come and sit down for a little while, having walked the bourse over. They then may have a chance to meet with people who's names they might otherwise only know from Paper Money (or in ASCC case, TCC) or the numismatic press or sometimes from corresponding. In Portland a 20+ year member was THRILLED to be at his first meeting ever, and have actual contact with other member/collectors. That was gratifying.

At large regional conventions, or ANA, there are often new collectors deciding "what to collect", so if we make it clear that the curious newcomer is welcome we have a chance to promote membership. Then, long term members have a rare chance to get together and say hello (wonder if we could write a page in TCC on this theme and ask for feedback, and incidentally, volunteers?). ANA is a BIG COIN show. Memphis is not a particularly good place to meet unless we have a good draw of a program, in that people are anxious to get around and find any/all new material available and the pace is frenetic. At Memphis, SPMC gives awards (quickly) and then presents a program - this year Allen Mincho drew a very large group to hear him speak about the "Future of the PM Market" - you know he is one of the principals in Currency Auctions of America?

I like the idea of trying to plan meetings at regional conventions as well as ANA because we get around to different parts of the country and it is a chance for contact with existing members as well as the chance to recruit. Certainly, exhibiting generates interest - perhaps ASCC could do something about awards for exhibits at these events?

I do think it is important to have our meetings hosted by people who are enthusiastic about collecting and who have information to share. While I am the National Coordinator for Regional Activities for SPMC, there are meetings held around the country which I never attend and people don't get the same "pat" program. SPMC encourages members to contact me for ideas and membership materials for hosting a meeting - some are big, some not so big but what matters is that we get together.

We in ASCC used to have "roundtables" at major shows throughout the year where we had "bring and brag" sessions and they were often well attended - and even though I'd been on the board for some time I met other board members for the first time which was fun, in my travels around the country.

There, I am out of ideas for the moment, and am still trying to get ready for Philadelphia. I trust you to make some sort of sense out of this jumble, share it with whomever you think might want to contribute and let's get member feedback and volunteers?

Cheers,
Judith

Continued on page 25.

Secretary's Report Coleman Leifer

This report includes changes received through September 9, 2000

NEW MEMBERS

1691	CIAFRANI, JOHN	5224 Route 70, Lot 43	Pennsauken NJ 08109	2 (NJ, Northeast US), 22, 23
	(thru Society of Paper Money Collectors)			
1690	COX, ROBERT (D)	5557 Cottonport Dr	Brentwood TN 37027	2 (pre-1900), 4 (Bills of Exchange w/revenue stamps, warrants), 31
	(by Bob Hohertz)			2 (all, especially MO), 4, 20, 22
1692	LEDGERWOOD, JOSEPH	214 Jefferson Rd	Webster Groves MO 63119	
	(by Bob Hohertz)			
1695	OKO, RALPH N.	4747 Hollywood Blvd, #121	Hollywood FL 33021	2 (sports), 21
1694	PORTER, BARRY L. (C/D)	107 Southburn Drive	Hendersonville TN 37075	
	(by Raymond Trupiano)			
1690	TRUPIANO, RAYMOND	PO Box 685	Farmington MI 48332	2, 6, 11, 31
	(by Richard Friedberg)			
1689	WORDEN, PETER C. (C/D)	73 Starlight Dr	Brewer ME 04412	7 (Russia), 30
	(thru Bank Note Reporter)			

REINSTATED

1216	PERAKIS, ALEX	12941 N. Pioneer Way	Tucson AZ 85737	2 (AZ, CO, IA, NE, NH, PA)
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ADDRESS CHANGES

1619	LIPTON, MARSHALL	500 Washington Ave., Apt 9-G	Kingston NY 12401
1546	MAJOR, RAYMOND	PO Box 1049	Clifton NJ 07014-1049

DECEASED

1027	ASHWELL, CHARLES W.
------	---------------------

DROPPED - NON-PAYMENT OF DUES

1661	COMPTON, JOHN F.
1664	LAGOS, JOHN B.
1665	MIZROCH, STEVE G.
1663	SANDERS, RUSS
1667	SURINA, TOM
1666	THE OLD PAPERPHILE. (D)
1658	VOLLAN, DONALD K.

Judith has made some good points. I think that the Regional Coordinators can be asked to set up meetings in their areas, but it could be too much to ask of them to expect them to attend the shows in order to chair those meetings. We can depend on volunteers, or we can ask the Coordinators to find willing members. Does this sound reasonable? Workable?

What about the idea of trying to have a short program at a meeting if someone can be found to provide one?

What do you want to have happen at a meeting?

Please - anyone who is interested in this topic, write to Judith or me and share your thoughts. If no one is interested, that answers our questions, too.

Bl

Member Exchange

1¢ to 99¢ newer corporation checks for trade or possible sale. I collect Michigan checks, stocks, bonds, scrip, all banknotes. **Lawrence Falater**, POB 81, Allen, MI 49227.

Wanted: RN-type checks and drafts. Will trade US Revenues, First Issue. Have many good items to offer.
Joseph Garsick, 8-C Maine Ct., Matawan, NJ 07747.

1879 National Metropolitan Bank, Washington DC, signed by N. B. Buford (Civil War General), Sanders book value \$145.00. Trade or sell for best offer. **Steven Kawalec**, Box 4281, Clifton, NJ 07012.

Wanted: Old tickets, passes, and timetables from railroads, trolley, stagecoach, horse railroad, city railway, ferry, bridge tollroad, etc. Pre-1940. **Dan Benice**, Box 5708, Cary, NC 27512.

Wanted: Pre-1883 checks/drafts with revenue stamps or imprints. Describe fully, include best price. Will also trade duplicate RNs. **Steve Willock**, PO Box 35070, Tucson, AZ 85740.

New member seeks any paper items from the Standard Arms Co. and Standard Arms Mfg. Co. (Wilmington, DE 1909-1914) - probably Wilmington Trust Co. bank items. Also Orange County, NY Checks, CD's and related. **George J. Fink**, PO Box 241, Camden, DE 19934.

Collector of Missouri checks looking to trade and correspond with other collectors of Missouri financial paper.
Gregg Voss, 13 Roland Ave., Ballwin, MO 63021. Phone 314-230-9274.

Exchange postings will be taken from ASCC members who are collectors only. Postings of 20 words or less are free; please remit \$3 each issue for postings of 21 to fifty words. Name and address do **not** count toward the 20 words.

Neither the Editor nor the ASCC can be responsible for compliance with any promises made in postings, or in response to them. Be very clear as to the value you place on your material when discussing a trade. Fairness and common courtesy are to be expected, but common sense must rule.

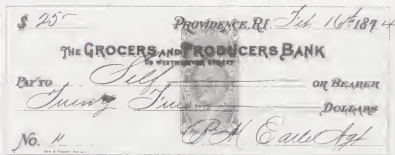
A schedule of the Tallulah Falls Railway Company - see the article on pages 13-17 in this issue.

TALLULAH FALLS RAILWAY COMPANY.			
H. L. BREWER, Receiver and General Manager, Cornelia, Ga.			
WHEELER & KENYON, General Counsel, Gainesville, Ga.			
D. A. HENDERSON, Auditor, Cornelia, Ga.			
W. M. HUNNICUTT, Traffic Manager,			
T. F. SMITH, Master Mechanic,			
No. 2	Mis	March, 1941.	No. 1
*1130 A M	0	live.....Cornelia	535 P M
1132	3	Demorest	524
1134	4	6-baggers	513
1142 P	7.4	Clarksville	514
1157 A M	13.0	Hollywood	459
1206 P M	16.1	Turnersville	450
1222	20.9	Tallulah Falls	433
1240	26.3	Lakemont	413
1245	27.9	Wiley	408
1257	34	6-baggers	356
110	34	Clayton	356
120	37.8	Mountain City	336
128	40.5	Rabun Gap	327
133	41.6	Dillard, Ga.	323
151	48.5	Otto, N.C.	305
204	52.8	Prentiss	253
220 P M	57.2	arr. + Franklin	240 P M

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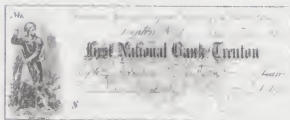
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